

THE OVERLAND CHINA MAIL
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MAIL DAY.
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of Hongkong and the
Far East.
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The China Mail.

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AGENTS
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No. 16,687.

號三月一十年六十百九千壹英

HONGKONG, FRIDAY, NOVEMBER 8, 1916.

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HONGKONG POLICE RESERVE.

PARADE, CENTRAL STATION, 5.30 P.M.

Saturday, Nov. 4th.—Defaulters ordered to parade on this day will parade on Saturday, Nov. 11th, instead.

Thursday, Nov. 7th.—Master Gunners Recruits of No. 4 Company under Company Sergeant-Major, No. 2 Section at Water Police Station.

FOOTBALL

Tuesday, Nov. 7th.—Meeting of players at Headquarters Club 5.30 p.m.

(Sgd.) J. W. FRANKS,
A.S.P. (R.)

THE BAGPIPES.

The history of the Scottish bagpipe, remarks a writer in a London paper, is accorded much easier than the battle of Harlaw, which, by the way, supplies the oldest regimental march in the British Army, namely, "The Piper of Donuil Dhu." Who has not heard of the battle of Bannockburn in 1314, where the pipe march of the Scots was "High Tuttle Tuttle," the melody of which Robert Burns adapted to his soul-stirring "Scots Wha Hae," or of the famous "Black Chanter" of the Clan Chattan, preserved at MacPherson's Castle of Cluny, and a relic of the famous fight on the North Inch of Perth in 1396? But many more and earlier instances could be quoted. The Highland pipe does make "all the running," but in quite the reverse manner ascribed to it. Anyone who has heard it, say at a church parade at York Minster, to the organ accompaniment, will agree with the writer that it does harmonise, or, again, with a full regimental band playing some such march as "The Barren Rocks of Aden" would welcome such a combination on the part of the Scots. The bag and pipes, it would not only be a surprising novelty to the Sassenach but a pleasant surprise.

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IN HONGKONG AND CHINA
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WATSON'S GIANT LAVENDER TALCUM

A powder so pure, so soft and refreshing for the skin, and then it is so delicately perfumed with the delightful odour of SWEET LAVENDER. Send for the GIANT size

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Telephone 2143.

Hongkong, July 23, 1916.

PEAK TRAMWAYS COMPANY
LIMITED

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.15 p.m. Every 15 minutes.

NIGHT CARS

8.00 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

7.30 a.m. SUNDAYS.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 15 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

Severe and punch tickets available to all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.

No Season Tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller's order, representing Bank Notes.

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NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDING AT 31st DECEMBER, 1914, £23,970,367.
I—Authorized Capital 28,000,000
Subscribed Capital 24,500,000
Paid-up Capital 22,427,500
II—Reserve Funds 3,837,047
III—Life & Annuity Funds 17,567,590
Sinking Fund Accounts 129,230
£23,970,367

Revenue Fire Branch 22,881,456
Life and Annuity 2,141,593
Revenue Marine Department 337,839
Office Receipts 478,940
£23,970,367

This Administrative Fund of the various Branches are separately invested and 25% of the Profits are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN TOMES & CO.

BUSINESS NOTICES.

TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
—THE TAIKOO DOCKYARD & ENGINEERING COMPANY—
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MANUFACTURERS OF

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Oil Drilling Cables of any size up to 3,000 feet in length

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

THE HONGKONG HOTEL AND GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

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FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Billiard Rooms, Roof Garden.
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In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
FRIDAY, 3rd NOVEMBER.

8.0 A.M. 'HONAM' 5.0 A.M. 'HEUNGSHAN'
10.0 P.M. 'KINSHAN' 5.0 P.M. 'FATSHAN'

SATURDAY, 4th NOVEMBER.

8.0 A.M. 'HEUNGSHAN' 8.0 A.M. 'HONAM'
10.0 P.M. 'FATSHAN' 5.0 P.M. 'KINSHAN'

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 8.00
Return Fare by Day Steamer 6.00

HONGKONG-MACAO LINE.

S.S. 'TAISHAN' Tons 2008. S.S. 'SUI TAI' Tons 1861

HONGKONG TO MACAO.

Week days at 9 A.M. and 3 P.M. from the Company's Wing Lok Street Wharf. Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.

SUNDAY, 5th NOVEMBER.

The Company's Steamship "TAISHAN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

S.S. 'SULAN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. 'SAINAM' 589 Tons, and S.S. 'NANSING' 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINSHAN" and "SHANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Sigsbeys and can accommodate any craft of 200 tons long.

Town Office, 43, Queen's Road Central, Hongkong. Telephone No. 459.
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Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

Cadbury's "BOURNVILLE COCOA" represents the highest grade of nutritive cocoa at present on the market; it is fully matured in its high reputation in food value and delicacy of flavor, and is second to none in any respect whatsoever.
Medical Magazine, March, 1912.

CADBURY'S CHOCOLATES.

In Tins and Fancy Boxes
Specially Packed for Export

MADE IN THE FACTORY IN A SAFE AND HYGIENIC MANNER.

INTIMATIONS

The list will be closed on or before 15th November, 1916.

HONGKONG GOVERNMENT SIX PER CENT. WAR LOAN OF 1916.

ISSUE OF \$3,000,000 HONGKONG CURRENCY SIX PER CENT. BONDS to Bearers authorized by the War Loan Ordinance 1916.

The Proceeds of the Loan will be handed over to the Imperial Government as a War Contribution from the Colony of Hongkong.

The Principal and Interest of this Loan are guaranteed by the Government of Hongkong and are secured by the Revenues of the Colony.

Price of Issue—\$100 Per Cent.

Interest payable—1st May and 1st November.

First Coupon for full six months interest payable—1st May 1917.

Principal repayable at par on—1st November 1923, or, at the option of the Government of Hongkong, principal may be wholly or partially repaid at any time after fifth year by drawings of Bonds.

THE HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, are instructed by the Government of Hongkong to invite subscriptions for the above Loan.

The Bonds will be issued in denominations of \$100, \$500, \$1,000, \$5,000, and \$10,000, payable to Bearer with half yearly interest coupons attached payable 1st May and 1st November, at the office of the Hongkong and Shanghai Banking Corporation, Hongkong.

The first coupon will be attached to Scrip Certificates which will be exchanged later for definitive Bonds.

This loan will be free from any local taxation as regards both principal and interest.

Applications will be received by the Hongkong and Shanghai Banking Corporation, Hongkong, from whom the necessary printed forms can be obtained. Such applications must be for \$100 or any multiple thereof and be accompanied by a deposit of 25% of the amount applied for.

Applications may be accepted by cheque or in part, and in the event of partial allotment the surplus amount paid as deposit will be appropriated towards the payment of instalments due on allotment. The Government has the right to refuse any application.

Payment will be required as follows:

25 per cent. on application
25 " " allotment (4th Dec. 1916).
25 " " 30th December, 1916.
25 " " 17th January, 1917.

In case of default in the payment of any instalment at its due date, the deposit and instalments previously paid will be liable to forfeiture.

Scrip Certificates, with coupon attached for the first half year's interest due on 1st May 1917, will be issued after payment of the instalment due on allotment, and such certificates, when fully paid, will be exchangeable for Bonds when received. Notice will be given when Bonds are ready for delivery.

HONGKONG & SHANGHAI BANKING CORPORATION.
Hongkong, 24th October, 1916. (1176)

SILIMPOPON (SEBATTIK) COAL

THE Undersigned having been appointed Agents for the COWIE HARBOR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPOPON COAL compares favorably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN, exclusively for SILIMPOPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibuko Bay (Sebatik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents, Cowie Harbour Coal Company, Limited.
Hongkong, Dec. 9, 1916. 1097

TANG YUK DENTIST, successor to the late SIEN TING.

14, IPAGUILL STREET.

TERMS VERY MODERATE.
Qualification free.

INTIMATIONS

G. R. NOTICE.

CITY AND HILL DISTRICT WATERWORKS.

IT IS HEREBY NOTIFIED that on and after SUNDAY, the 5th instant, the Supply of Water in the Rider Main District will be turned off daily from about 9 P.M. until about 5 A.M.

W. CEATHAM,
Director of Public Works.
Public Works Office,
Hongkong, Nov. 2, 1916. 1207

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1915 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY the 5th instant.

Hongkong, Nov. 2, 1916. 1201

NOTICE.

UNDER instructions from Head Office I have handed over the agency of Reuters' Telegram Co., Ltd. to Mr. J. P. BRAGA of No. 3, Pedder's Hill to whom all communications should be addressed in future.

F. SMYTH,
Hongkong, Nov. 2, 1916. 1202

NOTICE.

MR. ERIC MUNRO ROSS, Chartered Accountant, has this day been admitted a Partner in our Firm.

LOWE, BINGHAM & MATTHEWS,
Hongkong, Nov. 1, 1916. 1199

WANTED.

AN ASSISTANT SECRETARY for the Marine Engineers' Guild in Hongkong. An Engineer preferred.

Reply to—
17, Nanjing Road, Shanghai.
Hongkong, Oct. 28, 1916. 1190

MINISTERING CHILDREN'S LEAGUE

SALE OF WORK

LOCAL CHARITIES for CHILDREN and CHILDREN of the EMPIRE FUND for disabled and blind SOLDIERS and SAILORS and the BELGIAN ORPHANS in BELGIUM. To be held in the grounds at Government House, by kind permission of His Excellency the Governor.

on SATURDAY, 11th NOVEMBER

Entrance only at the Garden Gate in Upper Albert Road.

Prices of Admission Adults 30 Cts.

Children 10 Cts. All members and associates wearing M.C.L. Badges free.

Come to see the "SWANKS" and "TABLEAUX" 3.30 P.M. Tickets \$1.00.

Toys and Fancy Articles, Ices, Sweets, Tea, Lucky Well, Tulip Garden.

MAYPOLE DANCE.

NO CHITS TAKEN.
Hongkong, Oct. 26, 1916. 1183

PIANOS REPAIRED

AND THOROUGHLY OVERHAULED BY SKILLED WORKMEN UNDER EXPERT EUROPEAN SUPERVISION.

SATISFACTION GUARANTEED.

ANDERSON MUSIC CO., LTD.

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DAIRY FARM NEWS.

JUST ARRIVED
NEW SHIPMENT OF
SELECTED

FINNAN HADDOKS.
FILLET HADDOKS.
KIPPER.

THE NEW FRENCH REMEDY.
THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THE NEW FRENCH REMEDY.
THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THE NEW FRENCH REMEDY.
THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THE BRITISH "TANKS."

THEIR VALUE IN THE SOMME FIGHT.

Mr. Philip Gibbs, the brilliant war correspondent of the "Daily Chronicle" in his description of the Somme victory writes of the "Tank" in these terms—

Like children whose fancy has been inflamed by some new toy, our men were enormously cheered by a new weapon which was to be tried with them for the first time—the heavily-armoured car mentioned already in the official bulletin.

That description is a dull one compared with all the rich and rare qualities which belong to these extraordinary vehicles. The secret of them was kept for months jealously and nobly. It was only a few days ago that it was whispered to me.

Like prehistoric monsters. You know the old Ichthyosaurus," said the officer. I told him he was pulling my leg.

But it's a fact, man!" He breathed hard, and laughed in a queer way at some enormous comicality.

They cut up houses and put the refuse under their bellies. Walk right over 'em!"

I knew this man was a truthful and simple soul, and yet could not believe.

They knock down trees like matchsticks," he said, staring at me with shining eyes. "They go clean through a wood!"

"And anything else?" I asked, enjoying what I thought was a new sense of humour.

"Everything else," he said, earnestly. "They take ditches like kangaroos. They simply love shell-craters! Laugh at 'em!"

It appeared, also, that they were proof against rifle bullets, machine-gun bullets, bombs, shell-splinters. Just shrugged their shoulders and passed on. Nothing but a direct hit from a fair-sized shell could do them any harm.

But what's the name of these mythical monsters?" I asked, not believing a word of it.

He said "Hush!" Other people said "Hush!"

Hush! when the subject was alluded to in a remote way. And since then I have heard that one name for them, is the "Hush-hush." But their real name is Tanks.

For they are real, and I have seen them, and walked round them, and got inside their bodies, and looked at their mysterious organs, and watched their monstrous movements.

FAST TRACKS. I came across a herd of them in a field, and, like the countryman who first saw a giraffe, said "Heil!" I don't believe it." Then I sat down on the grass and laughed until the tears came into my eyes. (In war one has a funny sense of humour.) For they were monstrously comical, like loads of vast size emerging from the primeval slime in the twilight of the world's dawn.

The skipper of one of them introduced me to them.

"I felt awfully bucked," said the young officer (who is about five feet high), "when my beauty awoke her first house. But I was sorry for the house, which was quite a good one."

"And how about trees?" I asked. "They simply love trees," he answered.

"When our soldiers first saw these strange creatures lolloping along the roads and over old battlefields, taking trenches on the way, they shouted and cheered wildly, and laughed for a day afterwards. And yesterday the troops got out of their trenches laughing and shouting and cheering again because the Tanks had gone on ahead, and were scaring the Germans dreadfully, while they moved over the enemy's trenches and poured out fire on every side. As I shall write later, these motor monsters had strange adventures and did very good work, justifying their amazing existence."

THE MORNING OF BATTLE. For several days before the great blow was to be made, and while there was heavy fighting in progress at most parts of the line—the capture of Guillemont by English and Irish troops, the splendid rush of the Irish through Ghinchy—there was a steady forward movement and concentration of all the men and machinery to strike at the Fiers line.

Villages beyond the zone of fire where battalions had been resting and where there was the busy life of soldiers in their billeting areas, suddenly became emptied of all this human interest.

The men had passed on—higher up the road, and higher up where there was a struggling tide of all the traffic of war, with supply columns, mule-trains, guns, limbers, ambulances, and troops from all parts of the Empire, surging, swishing, struggling slowly forward through narrow village streets, up long winding roads, across trampled and barren fields, through the ruins of villages destroyed a year or more ago, and on into the country of evil menace which is criss-crossed by old trenches and dotted with old shell-craters, and strewn with the refuse of battle—two months back in the dawn of the war.

Here a great army with all the material of war—incalculably vast and providently waiting for the hour when it should be hurled to the great hammer-strokes.

They were masses of men who were there the night before the battle hidden

INTIMATIONS

in the darkness of the night, not revealed even by the white moonlight except in hidden crowds and camps, but as I passed them again a few hours before the dawn I thought of the individual and not of the mass, all the separate hopes and pulse-beats of these men who were going to do a big thing if luck should favour us.

And out of the darkness I thought I heard the sound of laughter rising at the thought of the monstrous "hush-hush." Before the dawn the moon was high and clear in a sky that had hardly any clouds. It shone down upon the fields and roads so that the plaster walls of French cottages were very white under the black roofs, and rows of tents were like little hillocks of snow in the harvest-fields.

As I looked up a shooting star flashed across the sky, and I thought of the old legend of a passing life, and wondered why to-night all the stars were not falling.

Presently dawn came, and some low-lying clouds were touched with a warm glow which deepened and spread until they were all grimon. It was a red dawn.

"SEN OF ATTERLITZ." The promise of victory like the sun of Australia," said an officer.

Before 6 o'clock, summer-time, all our guns were firing steadily, and all the sky, very pale and shimmering in the first twilight of the day, was filled with the flashes of guns and shell bursts; heavy howitzers were eating up shells.

I went to the right of the line, hoping to see the infantry attack to the left of Leuze Wood, as I had watched the battle here a week or two ago, and here one of the motor monsters was coming across the ground. But as the sun rose higher it drew the moisture out of all these shell craters and trenches, and a dense white mist blotted out the ridge for an hour or more. French troops who join our—like here came across country. British soldiers were moving forward on the left, silently, with the mist about them.

Overhead shells went rushing—heavy shells that travelled with the noise of trains. Forward batteries were firing rapidly and increasingly, and then sharp staccato knocking was clear above the heavy crashes of giant crumps, compared by a whimsical mind in this war with an immortal plumber laying down his tools.

Machine-gun fire rapped out in fierce spasms, and the German "Archies" were throwing up shells which burst all about the places of our airmen, who came like a flock of birds over the battlefields, dying low above the mist.

They did wonderful things yesterday, those British air-pilots, risking their lives audaciously in single combats with hostile airmen, in encounters against great odds.

In bombing enemy headquarters and railway stations, and like balloons, and troops, and registering or observing all day long for our artillery. They were out to destroy the enemy's last means of observation, and they began the success of the battle by gaining the absolute mastery of the air.

Thirteen German aeroplanes (since reported by Sir Douglas Haig to be 15) were brought down, and their flying man dared not come across our lines to risk more losses.

On our side it was fighting "all in." There was nothing of a killing character within our reach and knowledge which we did not use, and we turned the enemy's own worst weapons against himself.

Every material of war made by the home workers in our factories by months of toil was called in.

The men went in with the resolve to break through the enemy's third line without counting the cost, to smash down any opposition they might meet, and to go forward and far until they could get the enemy on the run.

A body of Scotch went up to the battle-lines to the tune of "Stop your Sicking, Jock," but there was a grim meaning in the music, and it was no love-song.

"BOYE FOR CHRISTMAS." English soldiers had been practising bayonet exercises harder than usual, and with a personal interest beyond the discipline. "It's time to finish old Fritz" was the shout of one soldier to another.

"We want to go home for Christmas!" The men fought yesterday fiercely and ruthlessly. They went to get on to the heels of the enemy, and there were moments yesterday when they saw many pairs of heels.

The area of our attack yesterday extended on the left from the ground north of Pozieres to the line recently won to the north of Ghinchy on the right, and its purpose was, as I have said, to break through the third German line below Courcellette, Martinpuich and Leubœuf, a distance of about six miles. Time of attack was shortly after 6 o'clock yesterday morning, and along all the line the troops were waiting the moment to rise, after our artillery had completed its first barrage.

On the left in front of Courcellette there was hard and unexpected fighting. As we now know the enemy had prepared an attack against us, and had massed troops in considerable force in his front and reserve lines. He sent out advanced parties and bombing parties, while our men were waiting to go over, and immediately there was a fierce encounter.

One young brown-eyed fellow told me his own experience, and it was like many others.

"The sergeant in my bay," he said, "suddenly called out that he had seen a slight light go up from another point of the trenches giving a warning of attack. We shall have the whole lot of us," he shouted. "Look out for yourselves, lads."

(Continued on page 3)

INTIMATIONS



"CAPSTAN" MIXTURE

"THE SKIPPER'S FAVORITE"

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THE DIMENSIONS OF DOCKERS' LAD SLIPS ARE AS FOLLOWS:

THE DIMENSIONS OF DOCK LAD SLIPS ARE AS FOLLOW:-					
NAME OF DOCK OR SLIP	LENGTH OF KEEL BLOCKS	WIDTH OF KEEL BLOCKS	DEPTH OVER KEEL BLOCKS	DEPTH OVER KEEL BLOCKS	DEPTH OVER KEEL BLOCKS
KOWLOON					
No. 1 Dock, Kowloon	707	10	10	10	10
No. 2 Dock, Kowloon	511	10	10	10	10
No. 3 Dock, Kowloon	500	10	10	10	10
No. 4 Dock, Kowloon	500	10	10	10	10
No. 5 Dock, Kowloon	500	10	10	10	10
No. 6 Dock, Kowloon	500	10	10	10	10
No. 7 Dock, Kowloon	500	10	10	10	10
No. 8 Dock, Kowloon	500	10	10	10	10
No. 9 Dock, Kowloon	500	10	10	10	10
No. 10 Dock, Kowloon	500	10	10	10	10
No. 11 Dock, Kowloon	500	10	10	10	10
No. 12 Dock, Kowloon	500	10	10	10	10
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No. 186 Dock, Kowloon	500	10	10	10	10
No. 187 Dock, Kowloon	500	10	10	10	10
No. 188 Dock, Kowloon	500	10	10	10	10
No. 189 Dock, Kowloon	500	10	10	10	10
No. 190 Dock, Kowloon	500	10	10	10	10
No. 191 Dock, Kowloon	500	10	10	10	10
No. 192 Dock, Kowloon	500	10	10	10	10
No. 193 Dock, Kowloon	500	10			

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

GERMANS EVACUATE
FORT VAUX.

LONDON, Nov. 2.

A German official announcement states: Finding Fort Vaux untenable, owing to the French bombardment, we evacuated and blew up the fort.

THE PROGRESS OF THE FRENCH.

PARIS, Nov. 2.

A communiqué states: "Despite persistent bad weather, we followed up during the night the advantage we gained between Les Boeufs and Sully-Saillies and consolidated the ground won. We carried several points d'appui and placed out several machine-gun emplacements. During these operations we took 186 prisoners, including eight officers, making a total of 556 in this sector since yesterday. The night was relatively calm on the right of the Meuse, and there was nothing of note elsewhere. Three enemy aeroplanes were brought down in the Somme region, one at Verdun and one in Alsace."

A French air squadron machine-gunned an infantry column at Bazannes and trains at Conflans and Mauguennes."

THE BRITISH FRONT.

LONDON, Nov. 2.

General Sir Douglas Haig's latest message is: Heavy rain; nothing to report.

THE BALKAN FRONT.

GENERAL SAKHAROFF TO
COMMAND IN DOBRUDJA.

BETHEAREST, Nov. 2.

General Sakharoff, who has been commanding in Galicia, has arrived here and will take over the command in Dobrudja.

ANOTHER SERBIAN SUCCESS.

LONDON, Nov. 2.

A Serbian official message states that the Serbians repulsed an attack at Budimir and advanced and captured trenches on the right bank of the Cerna.

The French now hold Grdilo.

LATER.

A French official report from Salonika states: The Serbians repulsed Bulgarian counter-attacks in the region of the Cerna and progressed well despite lively resistance by the enemy who suffered appreciable losses and left prisoners.

THE "DEUTSCHLAND'S" VOYAGE.

WASHINGTON, Nov. 2.

The German submarine Deutschland brought 750 tons of dye-stuffs and medicines and chemicals. Captain Koenig stated that he took a course north of the Orkneys and was submerged for not more than a hundred miles.

He did not know the fate of the Bremen which sailed on September 26th with two months' supplies.

HOUSEHOLD CAVALRY AS
INFANTRY.

LONDON, Nov. 2.

His Majesty the King has wished "God-speed" to a battalion of Household Cavalry who are going to the front as infantry.

KING HONOURS ARMY DOCTORS.

FOR SERVICES IN A GERMAN
TYPHUS CAMP.

LONDON, Nov. 2.

The King has conferred the C.M.G. on Major Philip Davy, and the D.A.O. on Captain Augustus Williams and Captain Arthur Brown of the R.A.M.C. for services in connection with the epidemic of typhus in the prisoners of war camp at Gardlegen.

BRITISH WARSHIPS
THWART A GERMAN
CAPTURE.

A BATAVIER LINER INCIDENT.

AMSTERDAM, Nov. 2.

The Hetsch reports that the Batavier liner steamer Ordambt, which left the Hook of Holland yesterday, was stopped by a German submarine which placed a prize crew on board in order to take her to Zeebrugge.

This morning a British destroyer stopped the vessel and captured the prize crew, who endeavoured to sink the Ordambt by means of two bombs. Another account says a flotilla of German torpedo-boats held up the Ordambt, but they fled on the approach of British cruisers after ordering bombs to be placed in the engine-room.

It is stated that the Ordambt's crew is either on board a British torpedo-boat or at Maas lightship.

THE GERMAN SET AGAINST
NORWEGIAN SHIPPING.A MERCHANT FLEET FOR
SALE.

BERGEN, Nov. 2.

Eight Bergen steamers valued at a quarter of a million sterling were sunk in October.

One of the largest Norwegian shipping companies is negotiating the sale of its fleet for 24 millions sterling.

COPENHAGEN, Nov. 2. A Christiania telegram states that steamship shares rose sharply yesterday on reports of the prospect of a German-Norwegian settlement.

SUBMARINE PIRACY.

LONDON, Nov. 2.

The Norwegian steamers Delta and Tromp and a trawler have been sunk.

THE CITY AND SUBMARINE
PIRACY.MORE VIGOROUS NAVAL
POLICY DEMANDED.

LONDON, Nov. 1.

A crowded meeting held in the City enthusiastically passed a resolution demanding a more vigorous naval policy and also a declaration by the Government that the peace terms shall include the replacement by Germany of the sunken vessels belonging to the Allies.

LABOUR PARTY IN TASMANIA AND
CONSCRIPTION.

HOBART, Nov. 2.

The Tasmania State Labour Party has deposed the pro-Conscriptionist leader Earle.

THE MAGISTRACY.

AN ARMY COOK IN TROUBLE.

This afternoon the cook employed at Whitfield Barracks was discharged with a caution by Mr. Hazland on a charge of stealing a tin of army beef. The beef was supplied by a comrade and there were two tins surplus, which were ordered to be returned. The cook said he went to the comrade and as he would only give 16 cents a tin he paid 20 cents to the mess boy and kept the tin himself. He ate the contents of one tin.

The Magistrate thought defendant had been guilty of a technical offence but on Mr. Faithful (for the defence) stating that the Government had not lost anything defendant was discharged, as stated.

WHY IT SELLS.

CHAMBERLAIN'S Cough Remedy is the largest-selling cough medicine in the world to-day, because it does exactly what a cough remedy is supposed to do. It stops the cough by curing the cold, and does it speedily and effectively. For sale by all Chemists and Storekeepers.

EARLIER TELEGRAMS.

THE WESTERN FRONT.

SUMMARY OF RECENT BRITISH
OPERATIONS.

31,132 PRISONERS.

LONDON, Nov. 2.

General Sir Douglas Haig, giving a summary of the operations, says there has been heavy rain almost daily since October 10. The chalk soil of the upland between the Ancre and the Somme is a wilderness of mud; nevertheless, we advanced our front towards Etappe and Warlencourt and in the neighbourhood of Gneudecourt and Les Boeufs.

A captured German Order, dated October 20th, emphasises the necessity of re-capturing the Schrevel Redoubt, which is the pivot of the position, because "it is an extremely important point." The enemy between September 30th and October 20th delivered eleven counter-attacks in the neighbourhood of Schwaben, but they were always repulsed with heavy losses. His counter-attacks at Schwaben on October 21st were opportune for us, and we replied by taking the whole of Regina and Staff Redoubts and 1,100 prisoners. The Canadians and the New Army were engaged and deserve great credit. It was a signal victory.

The prisoners within the fortnight bring the total taken on the Somme to 31,132.

IMPORTANT GAINS BY THE
FRENCH.

PARIS, Nov. 2.

A communiqué says: "North of the Somme we made important gains during the day following up our night successes. North-east of Les Boeufs we captured, after a rapid action, two new enemy trenches and took 125 prisoners."

Another attack south-east of Saillies captured a strong trench, system on the western fringe of St. Pierre Vast Wood with 30 prisoners.

It is confirmed that the German attack on Sully-Saillies in the morning was a great effort to eject us from the village. The defeat of the enemy was complete and most sanguinary, judging from the number of bodies on the battlefield.

THE VERDUN FRONT.

On the Verdun front the artillery duel was most violent in the Denamont sector. We have taken at Verdun since October 24th a total of 6,011 unaccounted prisoners, including 138 officers. As regards material, we captured on October 24th alone, so far as we have counted, 15 guns (including 5 heavy guns) and 51 trench guns, 14 machine-guns, 2 wireless installations and numerous rifles, bombs, shells, etc.

The day was quiet over the rest of the front.

Two German aeroplanes were felled in aerial fights at the Somme front yesterday.

THE ITALIAN FRONT.

GOOD WORK BY AIRCRAFT.

LONDON, Nov. 2.

An Italian semi-official statement says that fine weather on October 31st enabled the resumption of artillery and aeroplane activity. The Austrian second line east of Gorizia and Carso were heavily bombarded. Italian aeroplanes mastered those of the enemy, driving them off in numerous fights and destroying two. Besides this, fourteen Italian battle-planes dropped 24 tons of explosives on railway centres in the Austrian rear. The escorting chaser-planes had numerous fights and drove off the enemy machines.

THE CONSCRIPTION REFERENDUM
IN AUSTRALIA.

MELBOURNE, Nov. 2.

The Referendum figures up to the present are: Yes 966,000. No 883,000.

The resignations of Ministers Ligg, Gardiner and Russell have been accepted.

BRISBANE, Nov. 2.

The pro-conscriptionist, Senator Givens and Representative Langford, have been expelled from the Labour Party.

SYDNEY, Nov. 2.

A score of Labour Members of Parliament have withdrawn their support from Mr. Holman and have formed a new Party.

AUSTRIA CALLING UP HER
ELDERLY MEN.

ZURICH, Nov. 2.

The Austrian Landsturm from 45 to 50 years of age have been called up.

AMERICA AND THE "MARINA"
OUTRAGE.PRESIDENT WILSON ANXIOUS
FOR INFORMATION.

LONG BRANCH, N.J., Nov. 2.

President Wilson on learning that six Americans were killed on the Marina telegraphed to Mr. Lansing to expedite the securing of the facts.

Mr. Lansing replied that he had asked Mr. Page (the Ambassador in London) for information and was also informally inquiring in Germany.

BRITISH-INDIA LINER STRIKE.

LONDON, Nov. 1.

The British-India liner Mandala has been towed into the Albert Dock, considerably damaged by the head. She is reported to have struck a mine in the North Sea.

STEAMERS SUNK.

LONDON, Nov. 1.

The following steamers have been sunk: Carlsberg and Ruen (Norwegian). The crews were saved.

The Roparuly (British) has also been sunk. Thirteen of her crews have been landed; a boat is missing.

LATER.

The Norwegian steamers Falkland and Torvald have been sunk. The crew of the latter has landed.

THE DISTRESS IN POLAND.

THE POPE'S APPEAL BRINGS
FOUR MILLION FRINGS.

ROME, Nov. 2.

The Pope's appeal to the Catholic Bishops throughout the world for assistance for Poland has brought four million francs to the Vatican, the money will be sent to the Polish Committee in Switzerland.

SIXTEEN YEARS OF LITIGATION.

LORD CHANCELLOR ON THE
"LAW'S DELAYS."

LONDON, Nov. 2.

During the hearing of an Indian Appeal case before the Privy Council, in a suit filed in 1900, the final decision from which the appeal was made being given in 1908, the Lord Chancellor said that it was a plain attempt to interfere with people in possession of their estate, and the quarrel had been protracted for sixteen years. One of the first benefits of civilization was that man should be secured in peaceable possession of his property and his right to possess should be settled as quickly as possible. Delays of this kind were a gross scandal and those responsible should suffer.

WOLFRAM-BEARING AREA FOUND
IN AUSTRALIA.

LONDON, Nov. 1.

The Sydney correspondent of the Times telegraphs that eight square miles of wolfram-bearing area has been found at Hatch Creek, Northern Territory.

THE SALE OF INDIAN WHEAT.

LONDON, Nov. 1.

The Royal Commission on the Wheat Supplies has appointed the following three firms as agents for the sale of Indian wheat: Messrs. Louis Dreyfus, Messrs. Samuel, Sundry and Messrs. Strauss, Limited. The agents will sell only to millers either direct or through brokers at prices fixed by the Commission. The re-selling at a profit of the wheat bought from the Commission or agents is not permitted.

DUTCH INDIAN FORCES.

THE HAGUE, Nov. 2.

Several members of the Budget Committee have recommended the strengthening of the Dutch Indian forces as speedily as possible.

THE AMERICAN EXPORT OF
MUNITIONS.

COLUMBUS, (INDIANA), Nov. 2.

Mr. Hughes has indicated that he would not prohibit the export of munitions.

"HOT TIMES" IN FRANCE.

"MR. FRITZ NOW STEADILY ON
THE RUN."

Revenue Officer Knight, who joined the Scots Guards when home on leave his written to a colleague as under:—

"I am pleased to say I am in the best of health and hope all the boys are the same. Well—if I have the luck to pull through this lot, I shall have a lot of experiences to relate. We are resting at present after what you may term a very hot time. However, I think we have Mr. Fritz well on the move now, so am hoping it won't be long before he begins to think about throwing up the sponge. I have just about had enough of it, and shall be real glad to get back to good old sunny Hongkong. There is no doubt life is a proper gamble here. Some of the poor devils get a nap hand and under they go; others just a trick and away they go; they go but at present I have to sit quiet and carry on with the game. One thing if I do have the luck to get back with you, no one will be able to say I shirked my bit, the same as a good many have been trying to do in England. Still, I think they are just about tiring themselves out, and I can assure you they will get a pretty warm reception when they get out here. As you can imagine, we have to put up with some very rough times, but all the same we are as happy as mud larks. I have not dropped across any of the Hongkong boys here with the exception of Jack Clark of the Police, who is with me. He saw several of them in London; others I expect you will have heard have gone under, chiefly the H.R.R.'s. Fritz is getting a bit now of what he was giving at the commencement, and I can tell you it does not suit him at all. He is all right and quite brave when he is miles away hanging away with his big guns, but when it comes to close quarters with a bit of steel it is hands up and 'mum'." "Kamandiet?" "My dear comrade?" "At once, and we might expect he gets it. I often think of the time that we used to have to work with them, and the dirty—nothing is too bad for them. I don't suppose we shall be long as we are in it again, in fact we are looking forward to it. But chin chin."

EAREY COLDS.

BE careful of the colds you take this time of the year. They are particularly dangerous. A neglected cold may mean a winter long cold. Take Chamberlain's Cough Remedy at once. For sale by all Chemists and Storekeepers.

RACING AT TIENTSIN.

RESULTS OF THE MEETING.

FIRST DAY.

THE CHINA CUP (one mile) — Mr. Sinbad's Blackthorn. Mr. Kay Row's Precious. Mr. Elmore's Helios. Time, 50 3-5secs.

THE MAMMOT PLATE (one mile) — Major Nathan's Progress. Mr. Penury's Woocce-Kazoo. Mr. Pembroke's Piccadilly. Time, 2mts. 04 3-5secs.

THE TALL PLATE (one mile) — Mr. J. H. Scott's Golofina. Major Nathan's Patriot. Mr. Elmy's White Hope. Time, 2mts. 03 3-5secs.

THE STAVEN'S CUP (one mile and a half) — Messrs. Burton and Common's Arundel. Mr. Random's Courage. Mr. Sinbad's Sakum. Time, 2mts. 3secs.

THE HAYWARD AND BUCKER'S CUP (one mile and a quarter) — Major Nathan's Patriot. Mr. Ally's Verdun. Mr. Random's Cardinal. Time, 2mts. 3secs.

THE PRIMO STAKES (three quarters of a mile) — Mr. Random's Yvan. Major Nathan's Prude. Mr. Harrington's Arme. Time, 1mt. 31 4-5secs.

THE NORTHERN CUP (one mile and a half) — Mr. H. B. Kent's Futurus. Mr. Stevians' Consent. Mr. Reiser's Planer. Time, 2mts. 13 3-5secs.

THE CHURCH STAKES (three quarters of a mile) — Mr. Pembroke's Marble Arch. Mr. J. M. D.'s Dross. Mr. H. B. Kent's Rottledrum. Time, 1mt. 31 2-5secs.

THE LIT LIT CUP (two miles) — Mr. Random's Calus. Mr. J. M. D.'s Sir Eager. Mr. Rhode's Mattapoiset. Time, 4mts. 27 4-5secs.

SECOND DAY.

THE VISITORS' CUP (three quarters of a mile) — Mr. J. H. Scott's Golofina. Mr. H. B. Kent's Rottledrum. Mr. Elmy's White Hope. Major Nathan's Prude. * Dead heat. Time, 1mt. 31 4-5secs.

THE CHINA CUP (one mile) — Mr. J. M. D.'s Sir Eager. Messrs. Gilchrist and Buchanan's Premier. Mr. R. S. D.'s Ozeal. Time, 2mts. 06 1-5secs.

THE TIENTSIN ST. LEON (one mile and three quarters) — Mr. Penury's Woocce-Kazoo. Mr. H. B. Kent's Futurus. Major Nathan's Progress. Time, 2mts. 50secs.

THE LADIES' PURSE (one mile and a quarter) — Mr. Random's Yvan. Mr. England's Don. Mr. Pembroke's Optimist. * Dead heat. Time, 2mts. 4secs.

THE HAYWARD CUP (seven furlongs) — Major Nathan's Prude. Mr. William's Oat You. Mr. Stevians' Consent. Time, 1mt. 51 2-5secs.

THE CHURCH STAKES (one mile) — Mr. Ally's Upwood Park. Mr. J. M. D.'s Dross. Mr. Rhode's Skonnet. Time, 2mts. 01 1-5secs.

THE SUPPLEMENT OF CUSTONS CUP (one mile and a quarter) — Major Nathan's Patriot. Messrs. Burton and Common's Arundel. Mr. Random's Cardinal. Time, 2mts. 40 2-5secs.

THE ACTORS' CUP (three quarters of a mile) — Mr. Ch. Marges' Veneriel. Mr. T. H. B.'s White Wings. Messrs. L. de Hoyer and J. Raindre's Mon Petit. Time, 1mt. 33 1-5secs.

THIRD DAY.

THE HONO CUP (one mile) — Mr. Pembroke's Piccadilly. Mr. Penury's The Count. Time, 2mts. 05 2-5secs.

A SWEETSTAKES (one mile and a half) — Mr. H. B. Kent's Futurus. Mr. England's Don. Time, 2mts. 10 1-5secs.

THE MONROE CUP (three quarters of a mile) — Mr. H. B. Kent's Rottledrum. Mr. Harrington's Arme. Messrs. L. de Hoyer and J. Raindre's Mon Petit. Time, 1mt. 31 4-5secs.

THE GRAND PRINCE CUP (one mile and a quarter) — Mr. Pembroke's Optimist. Mr. Elmy's White Hope. Mr. Penury's The Count. Time, 2mts. 4secs.

THE YAN MARRON CUP (one mile and three quarters) — Mr. Random's Calus. Mr. Sinbad's Sakum. Mr. J. M. D.'s Sir Eager. Time, 2mts. 54 1-5secs.

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But we employ men who are expert to demonstrate the best way to use

"MALTHOID"

These men have learned from experience and will give you the benefit of their experience

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It will make a great difference in your roof!

DRY! LEAK! WATERPROOF! "MALTHOID" LIGHT! SAFE! SNOWPROOF!

Agents, BRADLEY & Co., Ltd.
HONGKONG.

COMMERCIAL.

THE YARN MARKET.

Messrs. Polishwalli and Kotwall is their fortnightly report dated Nov. 2nd says:—

The improvement advised in our foregoing report, issued on the 19th ult., has become more pronounced during the fortnight and although the usual price question has impeded the progress of business in several instances, the market has been invested with a considerable rigour, a sensational rise of close upon ten dollars, being chronicled. The tremendous advance, rapid though it is, appears justified by combination of bullish factors, more prominent among them being (i) a further smart rise in Cotton which has now crossed the region of 11d. (ii) the position of stocks which have run down to a strikingly low ebb and (iii) a considerable shrinkage of prospective supplies.

Owing to prohibitive rates demanded for Japanese soys, Bombay 50s have been keenly sought for and a certain reputed chop is reported to have commanded the fabulous price of \$170 which is an advance of \$29 on the last fortnight.

Clearance, although not so brisk as during the foregoing interval, have been encouraging enough.

The smart rise in prices that has evensated during the short space of a fortnight, has naturally given a pause to further business and the caution exercised by dealers is only commendable. Rates however are fully maintained and any serious setback to the present values appears far from likely.

Total sales during the fortnight 8,630 Bales.

Sold and Unsold Stocks in godowns 31,000 Bales.

ARRIVALS.—The extra s.s. Bangoon Maw from Bombay has brought in 800 bales for Hongkong, and 800 bales for Shanghai. Shipments from Hongkong to Shanghai and West ports will be 1,000 Bales to fortnightly make the market closing quiet but firm.

JAPANESE YARN.—A tremendous rise on the Osaka Bourse has sent prices here to the skies, and few sellers have been in evidence, notwithstanding an advance of as much as \$15 per bale. Sales include:—

100 Bales 4 Hanks No. 19 at \$15.50
100 Bales 4 Hanks No. 20 at \$15.50
100 Bales 4 Hanks No. 21 at \$15.50
100 Bales 4 Hanks No. 22 at \$15.50
100 Bales 4 Hanks No. 23 at \$15.50
100 Bales 4 Hanks No. 24 at \$15.50
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100 Bales 4 Hanks No. 27 at \$15.50
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100 Bales 4 Hanks No. 31 at \$15.50
100 Bales 4 Hanks No. 32 at \$15.50
100 Bales 4 Hanks No. 33 at \$15.50
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100 Bales 4 Hanks No. 35 at \$15.50
100 Bales 4 Hanks No. 36 at \$15.50
100 Bales 4 Hanks No. 37 at \$15.50
100 Bales 4 Hanks No. 38 at \$15.50
100 Bales 4 Hanks No. 39 at \$15.50

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P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the

DATES named:

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PENANG, COLOMBO, Port Said & Marseilles

NYANZA

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Connecting at Colombo with

Mail Steamer

Mongolia

HONGKONG, MOI & KOBE

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Service

Wireless on all steamers. Return tickets at a fare and a half available to

Europe for two years, or Intermediate Ports for six months. Round-the-world and

through tickets to New York, at Special Rates.

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C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR

STAMPA

To SAIL

REMARKS

SWATOW & SINGAPORE

CHENGHAI

Nov. 4, Daylight

SHANGHAI

Nov. 5, Daylight

AMOI, MANILA, CEBU & ILOILO

Nov. 7, at 4 p.m.

HAIKONG

Nov. 7, at 4 p.m.

TIENTSIN

Nov. 10, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTU'.

MANILA LINE—Twin Screw Steamers 'Chincha', 'Taming' & 'Tea'.

Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-

rooms on deck aft on 'Taming' and 'Tea'.

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui', 'Chama', 'Luchow', 'Yingchow', 'Shantung' and 'Shanghai'.

with excellent accommodation. Electric Light and Fans in Saloons and State-rooms.

maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving

Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo

on through Bills of Lading to all Yangtze and Northern China Ports. Passengers

are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good

Accommodation for First-Class Passengers. Electric Light and Fans in State-rooms

and Saloons. Excellent Cuisine.

SWATOW, AMOI & FOOCHOW

AND RETURN.

(Occupying 9 to 15 Days)

CAPTAIN

SUNDAY

8th Nov. at 10 a.m.

TUESDAY

7th Nov. at 11 a.m.

FRIDAY

10th Nov. at 11 a.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIR & Co.,

General Managers.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE S.S. 'LAISANG', having arrived

from the above ports, Consignees at

Cargo by her are hereby notified that all

Goods are being landed at their risk into the

hazardous and/or extra hazardous Godowns

of the Hongkong & Kowloon Wharf &

Godown Co., Ltd., whence, and/or from

the wharves, delivery may be obtained.

Goods not cleared by the 4th Novem-

ber will be subject to sale.

All broken, chafed and damaged packages

are to be left in the Godowns where

they will be examined. Claims against the

steamer must be presented within 10 days

of arrival otherwise they will not be

recognised.

No Fire Insurance will be effected by us

in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, Oct. 30, 1915.

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FOUL MURDER AT KOWLOON.

STATION HOTEL WATCHMAN STABBED.

EVIDENCES OF A GREAT STRUGGLE.

Last night an Indian watchman of the Station Hotel was brutally murdered by the No. 1 boy at the Hotel and a coolie. The outrage created an alarming sensation in Kowloon, particularly in the neighbourhood of Kimberley Road where the foul deed was perpetrated. About a quarter-to-eleven shrieks for help came from the little hut situated at the end of Torres Buildings between Granville Road and Kimberley Road. Dr. J. Smalley, the Assistant Medical Officer, Col. Watson and Major Robertson heard the cries and immediately ran in their direction. On reaching the hut they saw the Indian watchman staggering up against the door which he had made an effort to barricade. He pointed to the inside stating he had got them in there but when the door was burst open the room was empty. An old venetian window which had been bridged by match board was broken down, which at once indicated the direction in which the men had escaped. Neither of the gentlemen mentioned saw any trace of the two men who are supposed to have gone into Kimberley Road and disappeared in the darkness. So far they have eluded apprehension. The police are working assiduously to secure their arrest and all roads and wharves are being watched. The Indian was in a pitiful condition. He was clad only in a night shirt and had been stabbed no less than six times, four in the stomach from which the intestines protruded, once in the neck and once in the lower region of the abdomen. He was taken to the Hospital and although he remained conscious for some time and was able to give a description of his assailants he collapsed and died. The murderers were identified by the watchman as the No. 1 boy at the Station Hotel and a coolie also employed at the Hotel. The No. 1 boy, whose name is Ah Hing, was a particular friend of the murdered man and they had lived together for a long time and had become more intimately acquainted since Ah Hing was dismissed from the Hotel. From that day he had lived with the watchman and knew that the latter's valuables were in a lock-fast box at the Hotel. The motive for the dastardly crime could then, hardly have been robbery and nothing was stolen. The coolie had been an occasional visitor. For some reason which will probably never be known Ah Hing and the watchman quarrelled and the coolie took the side of the boy. A struggle ensued in which the table was smashed and furniture (of such a kind that might be stowed in a hut) was trampled on and broken to pieces. A blood-stained ordinary table knife which had become very sharp on both sides through continual grinding, was found on the floor and this is no doubt the instrument used in the murder. Another knife was found and this was covered with a dark greasy substance. The Indian had apparently wrestled with his assailants and won to such an extent that he was able to shut them in the hut and shout for assistance. Finding themselves trapped the Chinese looked around for means of escape. There was the window and they escaped through it.

WEATHER REPORT.

On the 3rd at 11.30.—No returns from Japanese stations. Pressure has increased moderately over N.E. China, where a moderately strong anticyclone is now central. It has increased slightly over Formosa and the Philippines and is nearly stationary elsewhere.

A shallow depression still lies over the S. China Sea.

Fresh monsoon is indicated along the east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 in.

Forecast for the 24 hours ending at noon on the 4th November—

1.—Hongkong to Gap Rock: N.E. winds, fresh; fair.

2.—Formosa Channel: N.E. winds, strong.

3.—South coast of China between Hongkong and Lamock: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

OFFICIAL NIGHT IN NOVEMBER.

The following table shows the Standard Time at which Official Night ends and begins during the month of November 1916.—

Date	Ends	Begin
Nov. 3rd	6.17 a.m.	5.57 p.m.
" 4th	6.17	5.57
" 5th	6.18	5.58
" 6th	6.19	5.59
" 7th	6.19	5.59
" 8th	6.20	5.59
" 9th	6.20	5.59
" 10th	6.21	5.59
" 11th	6.21	5.59
" 12th	6.22	5.59
" 13th	6.22	5.59
" 14th	6.23	5.59
" 15th	6.23	5.59
" 16th	6.23	5.59
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" 18th	6.24	5.59
" 19th	6.24	5.59
" 20th	6.25	5.59
" 21st	6.25	5.59
" 22nd	6.25	5.59
" 23rd	6.26	5.59
" 24th	6.26	5.59
" 25th	6.26	5.59
" 26th	6.27	5.59
" 27th	6.27	5.59
" 28th	6.27	5.59
" 29th	6.28	5.59
" 30th	6.28	5.59

To-day's Advertisements

M.S. "GLENARTNEY"

OWING to this steamer having been on fire at Singapore the voyage has been abandoned and part of her cargo has been transhipped to other steamers for conveyance to destination. The first lot will arrive by the S.S. "GLENARTNEY" on MONDAY, 6th inst. and further particulars will be notified as soon as possible.

A General Average Bond will require to be signed and a deposit of 50% made before countersignature of Bills of Lading can be given.

SHEWAN, TOMES & CO.
Agents "Glen" Line
(McGregor Gow & Co.) Ltd.
Hongkong, Nov. 3, 1916. 1215

P. & O. S. N. Co.

STEAM FOR
STRAITS, COLOMBO, AUSTRALIA,
BOMBAY, EGYPT, MEDITERRANEAN,
PANAMA PORTS, AND
LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS

THE Steamship "ATLANTA," Captain J. GAUDET, is carrying His Majesty's Mail, will be despatched from this port on or about FRIDAY, the 17th November, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "Mongolia" from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Suez and Valuable and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo to Bombay per s.s. "Khyber" due in London about 1st January, 1917.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. V. D. PARR,
Acting Superintendent.
Hongkong, Nov. 3, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of Messrs. WITKES & Co. to sell by Public Auction,

WEDNESDAY,

the 15th November, 1916, at 10.30 a.m., and continuing on MONDAY, 20th inst., at 10.30 a.m., at No. 1, Ormsby Terrace, Granville Road, Kowloon,

A QUANTITY OF
HOUSEHOLD FURNITURE, &c.,
including BLUEWOOD WARE,
CROCKERY and GLASS WARE,
And
One PIANO.

Catalogues will be issued.
On view from Tuesday 14th inst.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, Nov. 3, 1916. 1213

NOTICE.

ANY EUROPEAN, NON ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applications should apply in person for their passage at the Central Police Station between the hours of 8 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

EXCHANGE.

Hongkong, November 3, 1916.

On London—

Bank Wire—2/3 13/16

On demand—2/3 1/2

30 days sight—2/3 1/2

4 months sight—2/3 1/2

Credit 4 months sight—2/3 1/2

Documentary 4 months sight—2/3 1/2

On Paris—

On demand—310/4

Credit 4 months sight—310/4

On New York—

On demand—53/4

Credit 60 days sight—53/4

On Bombay—

On demand—165/4

On Calcutta—

On demand—165/4

On Singapore—

On demand—36

On Manila—

On demand—106/4

On Shanghai—

On demand—70

30 days sight (private paper)—70

On Yokohama—

On demand—100/4

Gold Leaf (100 fine) 261/0

Sovereign (Bank of England) 85/0

Silver (per oz.) 327/16

Bar Silver in Hongkong 37 1/2 p.m.

Chinese Copper Cash 1 1/2 p.m.

Chinese Copper Cent 1 1/2 p.m.

Bank of China's Interest 3 1/2 p.m.

Chinese Sub. Co. 241 7/8

Hongkong Sub. Co. 241 7/8

per

THE HUPMOBILE.

HUPMOBILE.



HUPMOBILE.

A high-class car in every respect. We have in stock a 45 h.p. 7-passenger "HUPMOBILE" Touring Car, equipped with Electric Lights, Electric Horn, Electric Starter, and all latest improvements.

ALEX. ROSS & CO.,

4, DES VOUX ROAD CENTRAL.

Sole Agents.

TO LET

TO LET.

FROM 1st November next FLATS in "Edu Moss" No. 5, The Peak, apply Property Office, JARDINE, MATTHEWS & CO., LTD.
Hongkong, Sept. 1, 1916. 991

TO LET.

EUROPEAN HOUSE, 19, Kennedy Road, with Bathrooms and Out-houses complete.
Apply—YOUNG HEE,
10, Des Voux Road, Central.
Hongkong, Oct. 18, 1916. 1137

TO LET.

N. O. 43 Egin Street.
Apply to—PERCY SMITH,
SETH AND FLEMING.
Hongkong, Oct. 31, 1916. 1137

TO LET—FURNISHED.

3 MOUNTAIN VIEW, Peak.
Apply to—H. E. POLLOCK,
Prince's Buildings.
Hongkong, Oct. 24, 1916. 1173

TO LET.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—SHEWAN, TOMES & CO.
Hongkong, April 7, 1916. 511

TO LET.

N. O. 7, Ormsby Terrace, Granville Road, Kowloon.
Apply to CHANG YUK SHU,
c/o YEE SANG YAT & Co.,
34, Queen's Road Central, Hongkong.
Hongkong, Oct. 13, 1916. 1131

TO LET.

ONE FLAT OF FOUR ROOMS over Kowloon Dispensary, partly furnished—Apply Kowloon Dispensary, or Secretary S. Watson & Co., Limited.
Hongkong, June 16, 1916. 751

TO LET.

OFFICES in HOTEL MANSIONS—Four large rooms (communicating) facing BLAKE PIER and the GENERAL POST OFFICE. Nos. 9, 10, 11 and 12 on the THIRD FLOOR of HOTEL MANSIONS.
For particulars apply to—MANAGER, HONGKONG HOTEL.
Hongkong, Oct. 25, 1916. 1191

TO LET.

OFFICES on 1st Floor, No. 3 Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—CHINA FIRE INSURANCE Co., Ltd.
Hongkong, April 28, 1916. 69

TO LET.

OFFICES at 3 Connaught Road. OFFICES in King's and York Buildings. HOUSES in Clifton Gardens, Conduit Road.
HOUSES in Broadwood and Moreton Terraces.
No. 21 Wong Nei Chung Road. HOUSES on Shamone, Canton.
Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, Dec. 21, 1916.

TO LET.

THREE-ROOMED FLATS in Humphreys Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Bath and Kitchen Range, Hot Water and Water Carriage System. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Garden Terrace and Bellshury Avenue, Kowloon.
TWO-ROOMED FLATS in Nathan Road, Kowloon.
Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Alexander, Buildings.
Hongkong, Dec. 21, 1916.

TO LET.

HAIPHONG, TOURANE, SAIGON, SYDNEY, BRISBANE, NEW ZEALAND, MELBOURNE, ADELAIDE, PERTH & FREMANTLE.
Per "Hainan" at 9 a.m., on Sunday, the 6th Nov.
Per "Kaiyo Maru" at 9 a.m., on Sunday, the 6th Nov.
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SHIPPING.

ARRIVALS.

November 2.
Tatsumi, British steamer, 6522 P.W. Colman, Kuchinotzu, Oct. 30, General.—BUTTERFIELD & SWIRE.
Shinkai Maru, Japanese str., 2293, W. Minna Tjilatjap Oct. 25, Sugar.—O. S. K.
Tamsui, British str., 804, McCulloch, Shanghai and Swatow Nov. 1, General.—BUTTERFIELD & SWIRE.

November 3.

Has Hong, British steamer, 1,270, J. W. Evans, Foochow Oct. 31, Amoy Nov. 1, and Swatow 3, General.—DOUGLAS STEAMSHIP CO., LD.
Sochi Maru, Japanese str., 1,008, J. Kurimura, Takao, via Amoy and Swatow Oct. 31, General.—O. S. K.
Tide, Norwegian str., 2,003, Jensen, Moji Oct. 28.

Chingchow, British steamer, 1,108, Jas. Doyle, Port Pasceval Oct. 31, Lime Stone.—SHEWAN, TOMES & CO.
Chihli, British str., from Canton.

DEPARTURES.

November 3.
None for Singapore and Bombay.
Chingchow, for Canton.
Tamsui, for Shanghai and Yokohama.
Yingchow, for Canton.
Hainan, for Tourane.
Alma, for Shanghai.
Tamsui, for Amoy and Shanghai.
Yingchow, for Newchwang.
Kowloon, for Bangkok.
Kweichow, for Weihaiwei and Tientsin.
Kwangchow, for Canton.
Ever, for Bangkok.
Chongchow, for Weihaiwei and Tientsin.
Niam Maru, for Keelung.
Kowloon, for Swatow and Shanghai.
Kowloon, for Chingwangtao.
Kishu Maru, for Karatsu.
Chongchow, for Canton.

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